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LIVE NEWS OF THE INDUSTRIAL WORLD

LACKAWANNA FLYER MAKES A FAST RUN.

New Newspaper Special on Its Initial Trip Covers the Distance from Hoboken to Buffalo at the Average Rate of Fifty-three Miles an Hour—Can Be Done at Much Better Speed, the Officials Say—Interesting Sketch of the Morris and Essex Division—Other Notes.

The new Sunday newspaper flyer of the Lackawanna road made its initial run yesterday amid most auspicious circumstances. It left Hoboken at 2:18 in the morning, reached this city at 6:46, Binghamton at 7:58, and Buffalo at 11:27 o'clock, making the run of 410 miles in eight hours and nine minutes, just one hour ahead of the time the company's officials had hoped the train could be pulled in.

Twenty-four minutes were lost at Washington by one of the cars getting a hot-box. Deducting this, the actual running time was seven hours and forty-five minutes.

On the Morris and Essex division the train went along at a pace a little better than seventy-three miles an hour. The average time of the trip was fifty-three miles an hour. It was due here at 6:52 o'clock, but it was eleven minutes late. It, however, pulled into Binghamton two minutes ahead of time.

The time made has never been equaled on the Lackawanna, and yet it could have been beaten yesterday morning had not General Passenger Agent Lee, who was on the train, held her down from Binghamton into Buffalo.

An official of the Lackawanna, in speaking to a Tribune reporter yesterday, stated that the train will be run within a few weeks in just seven hours, which is forty-five minutes better than was done yesterday.

Select Councilman Peter McCann had charge of the train from this city to Buffalo. Conductor Bailey had it in charge from Hoboken to here. Engineer Lewis and Fireman Duggan were on the engine from Hoboken to Scranton, which was 928. Engine 915 pulled the train from Scranton to Elmira, with Engineer R. Kane and Fireman John Schaeffer in charge. John Evans, engineer, and William Webster, fireman, were aboard Engine 919 that carried the train from Elmira to Buffalo.

Primitive Railroad.

The Morris & Essex Railroad was begun in 1835 and finished in 1852, being among the first steam railroads in the country. The first terminal at Morristown was at Maple avenue and Delaware street. The rolling stock consisted of a few passenger and freight cars and two small locomotives, which were named the Orange and the Essex, says the New York Tribune. Afterward another locomotive, named the Speedwell, was added. Trains were made up of one and sometimes two cars, the baggage being carried in a box or boat under the cars.

The building in Morristown which served for a ticket office and freight shed had on it a bell. This was rung half an hour before the train started, and when the time was nearly up the conductor would ring the "last bell," then look down the street and motion to any tardy passengers he might see, to hurry if they wanted to catch the train.

At Summit there was a contrivance for filling the tender with water. At each end of the locomotive a storage tank was fastened, to which was attached an oak chain. This was secured to a post and prevented the engine from moving either way; then a portion of the track under the single driving wheel was depressed a few inches, and a crank connected with the pump in a well was hooked on a large wheel, steam turned on, and the driving wheel kept revolving until the tender was pumped full of water.

At the beginning of its existence the road ran only from Morristown to Newark. At Newark it connected with the old New Jersey Railroad, now the Pennsylvania road, at Centre street, the cars being taken through Newark with horses, and the passengers landed in New York at Cortlandt street. In 1847 the road was extended to Dover. In 1854 on Hackensack street, and in 1855 to Phillipsburg, the present terminal. In 1852 the New Jersey Railroad built a bridge over the Passaic near Broad street station, and cars were taken to Jersey City direct by a special engine.

In the fall of 1857 the Erie Railroad was organized in building a tunnel through Bergen Hill. The company became involved in the panic and was unable to complete the work. Edwin A. Stevens of Hoboken agreed to advance the necessary funds on condition that the company would give him the right of way through the tunnel for any car or train he might wish to run. As he then had no road, the Erie company readily granted the concession. Mr. Stevens then bought a controlling interest in the Morris & Essex, and built a connecting road from Hoboken to Newark through the tunnel. He afterward sold this branch to the Morris & Essex company.

In 1885 Sir Morton Peto, an engineer and contractor, with several capitalists came from England in search of a field for investment. They controlled the Atlantic & Great Western company. This company agreed to pay a 10 per cent dividend on the Morris & Essex stock. In 1886 the Atlantic & Great Western road failed. Sir Morton Peto and his associates succeeded in unloading their Western securities before the crash came. It was asserted that they loaded the Morris & Essex branch to bolster up the Atlantic & Great Western stock.

In 1876 the Morris & Essex tunnel under Bergen Hill was dug, and the right to run cars through the Erie tunnel was given up. The road was afterward merged with the Delaware, Lackawanna & Western system.

Heretofore it has never been the policy of the company to induce people to invest money in homes or business along the line, but under the new management a change has taken place and many improvements are looked for in the service which will make the building up of the towns along the line one of its strongest features.

Anthracite in Other Places.

The formation of the Tidewater Anthracite Coal Company to operate anthracite mines in West Virginia strikes Pennsylvania as peculiar. They have always regarded anthracite as a product peculiar to the Keystone state and aside from a limited amount of hard coal found in Colorado, which some reports do not consider to be anthracite, the anthracite field has been regarded as being confined to Pennsylvania.

Lawrence Levering claims to have obtained possession of a tract of 3,000 acres upon which he says there is in sight enough anthracite coal to supply the demand in the South for many years to come. The tract is in Berkeley and Morgan counties, and the quality of the coal is said to be equal to the best Lykens Valley.

He has undertaken to form a company with a capital of \$3,000,000, par \$15 per share, to operate the mines. Richmond, Washington and Baltimore are the principal cities which he expects to supply, and he expects to transport the coal by way of the Baltimore and Ohio, and the Western Maryland railroads, and the Chesapeake & Ohio canal.

There have been many items in regard to the development of the coal of the San Marcel Valley, in Sonora, Mexico. At last there is an apparent success awaiting these efforts, as a party of capitalists, headed by William H. Ingham, of Philadelphia, have taken hold and secured a very important railroad concession, the first under the new railroad law of April 29, 1898, and will go ahead and develop the find. Edward Van Buren Hoos has been acting locally for the interests for about a year.

He started out from Guaymas and conducted his personal examinations into the interior of the state, finally locating the coal deposits in the San Marcel Valley. At great expense diamond drills were taken into that country, with experts to handle them, and the work of drilling began last October. Added to the great cost of transportation of materials and apparatus, was the unusually heavy expense of the drill work itself, far more expensive than in the United States. But the work was energetically kept up until in some cases the boring went to a depth of 500 feet. They cut through all the consequent strata of shale and other formations incident to the best kind of coal, and found anthracite carrying a large percentage of fixed carbon.

A Prominent Contractor.

John McGovern, whose funeral took place at Lancaster a few days ago, had a record as one of the most active and successful railroad contractors of the day. He was born in Ireland seventy-seven years ago, and was the son of a contractor. He was also a brother of the late Bishop McGovern, of Harrisburg.

The family came to this country in 1823, settling at Wilmington, Del., but nine years later they moved to Towanda, this state. For the next six years Mr. McGovern worked on a farm and then secured contracts for sections of work on the Pennsylvania railroad at Lewisport and Huntingdon. In 1839 and 1851 he assisted in the building of the north branch of the old Susquehanna canal, and in 1852 and '53 the state road in Cambria county. He was next occupied on the North Penn road from Philadelphia to Bethlehem. In partnership with John Reilly he built the Stroudsburg turnpike and a section of the New Holland and Downingtown branch of the Pennsylvania railroad. At New Castle, Pa., he built a railroad in 1858, and from 1862 to 1870 he was engaged by the Lehigh Coal and Navigation company at Wilkes-Barre. A section of the Philadelphia, Wilmington and Baltimore road at Darby was also the work of the active contractor, and between 1872 and 1875 he made the extension of the Lehigh Valley road from Easton to Amboy. The Bound Brook road, an extension of the Reading line to New York, and the South Penn road, since abandoned, were his last pieces of work. In 1888 he moved to Lancaster and retired after a most successful career, in which he amassed large wealth.

More Steel for India.

The second large consignment of steel from the Pennsylvania Steel company's works to India, where an immense viaduct is to be constructed by this company, will be shipped in a few days. The first portion of the large order was shipped from New York city several weeks ago and with it went twenty employees of the company.

Since then the bridge and construction departments of the company have been busily engaged on the remainder of the work. There are now twenty cars ready for shipment at Jersey City and it is expected that fully twenty-five cars more will be sent to New York this week.

The Pennsylvania company is somewhat hampered in its work by the lack of fuel, but it has strong hopes of getting out all orders on time.

Raise of Wages at Cliff Works.

The laborers at the Cliff works of the Dickson Manufacturing company made a request last week for an increase in wages and their request was granted Saturday morning. This class of workers at the shop have been getting \$1.95, \$1.15 and \$1.35 a day. They asked for an increase of fifteen cents per day, and as aforesaid it was given them. They were notified of the increase when they went on duty at 7 o'clock.

Industrial Notes.

The Delaware and Hudson company handled 30,000 people on its road Labor day between Carbondale and Wilkes-Barre.

It is rumored that the firemen of the Big Four will unite with the conductors and brakemen in a demand for an increase in wages.

Thorndore W. Lee, who was the handless gate-tender of the Delaware, Lack-

awanna and Western Railroad company at Summit, N. J., committed suicide a few days ago because he feared that he was to lose his position.

The Lackawanna road has posted a circular at all its ticket offices announcing the features of the Dewey celebration in New York city next week. It has also announced that excursion rates will be made, and a complete service will be given.

Organizer James, of the United Order of Mine Workers, is quoted in the Hazleton Plain-Speaker as saying that Luzerne and Lackawanna counties are fully organized, and predicts much for the order.

Rumor has it that another effort will be made to bring the national organization of the Brotherhood of Locomotive Engineers into the ranks of the International Order of Railway men, which comprises the Brotherhood of Railway Trainmen, the Order of Railway Conductors, the Brotherhood of Locomotive Firemen and the Order of Railroad Telegraphers.

With the close of the present year, the time expires when all the railroads in this country are required to equip their freight cars with automatic couplers and air brakes. Several companies have not been able to comply with the law, from the fact that the coupler manufacturers have been unable to supply the demand as rapidly as is necessary. It is stated that the companies referred to will ask for an extension of time to fit their cars.

J. H. French, the new assistant superintendent of the Philadelphia and Reading railroad, who has his headquarters at Tamaqua, has made a radical change in the mining coal crews. He is ordering that they be run by what is known as the pool system, which means that the engineer or fireman will have a regular engine on the main line. The new rule, which went into effect Wednesday last, was not received with pleasure by the men.

RECRUITING OFFICERS LEAVE.

Captain Hearsey and Lieut. Murphy Conclude Their Work Here.

Captain H. A. Bailey, of the Fifth Infantry, United States regulars, reached the city Saturday night to relieve Captain Hearsey who has been in charge of the Spruce street recruiting station.

Captain Hearsey will report to the recruiting headquarters at Philadelphia and will probably be sent to join his command.

Lieutenant Thomas P. Murphy, of the Forty-seventh regiment, at Camp Meade, has closed the recruiting station in the Raub building on Spruce street, of which he was in charge and will report to his regiment today.

Not the Wisest Way.

It is not always best to wait until it is needed before buying a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Quite frequently the remedy is required in the very busiest season or in the night and much inconvenience and suffering must be borne before it can be obtained. It costs but a trifle as compared with its real worth and every family can well afford to keep it in their home. It is everywhere acknowledged to be the most successful medicine in the world for bowel complaints. For sale by all druggists. Matthews Bros., wholesale and retail agents.

HALLSTEAD.

Mrs. Elizabeth S. Cook, of Susquehanna, was visiting friends in Hallstead, Thursday afternoon.

Rev. L. W. Church, of the Presbyterian church of Hallstead, has returned home from a three weeks' vacation, which has been spent visiting relatives and friends about his old home in Central New York state. Upon his arrival home Thursday evening he was agreeably surprised to find a large number of his congregation assembled together in the church parlors to greet him with words of welcome. During the reception the young people's choir connected with the church sang selections of sacred music. Refreshments, consisting of cake and coffee, were served.

The Hallstead Water company have given notice to their patrons to use the water sparingly, on account of the continued drought in this section.

The Harford Agriculture society have published the premium list for the coming fair on Sept. 27 and 28 at Harford. We failed to see any premium offered for the best politician in attendance. This is a fatal mistake, as the exhibit of politicians will probably be the largest of any.

The local Telephone company evidently mean business, for all this week workmen have been putting up poles and stringing the wires. The company have subscribers for about thirty or forty telephones. The exchange will be established in Kyling's bakery in Great Bend.

On Saturday our railroad boys, their families and friends visited Heart lake to enjoy a day's outing and picnic given the railroad members of the Young Men's Christian association by the railroad company. The train was

"Necessity

Knows No Law."

But a law of Nature bows to the necessity of keeping the blood pure so that the entire system shall be strong, healthy and vigorous.

To take Hood's Sarsaparilla, the great blood purifier, is therefore a law of health and it is a necessity in nearly every household. It never disappoints.

Blood Disorders—"My step-daughter and I have both been troubled greatly with blood disorders and stomach troubles, and several bottles of Hood's Sarsaparilla have been of great benefit." James F. Thompson, Wilmington, Ohio.

Hood's Sarsaparilla Never Disappoints

Hood's Pills cure liver ills, the non-digesting and only cathartic to take with Hood's Sarsaparilla.

GOLD DUST

The Best Washing Powder

conducted by a local crew and was well patronized.

It is rumored that the Erie will make application to have the standard time for the east changed to a half hour later. This will allow its passenger trains a chance to catch up.

Charles Van Wormer has received orders to take charge of his crew again. This is a sure indication that railroad affairs are going to boom again on the Delaware, Lackawanna and Western.

The new large engines that have passed through here en route to Scranton the last few days have attracted much attention from railroad men.

A noted singer is to be at the Baptist church this (Monday) afternoon and evening. No charge for admission. All ought to attend.

These cold fall days make a noticeable increase in the attendance at the daily and evening sessions of the stove committees.

Charles E. Moxley caught a few fish and a hard cold at Page's pond Wednesday evening.

Workman's Head Crushed.

Shamokin, Sept. 17.—Joseph Lynch was engaged uncoupling mine cars at Luke Fidler colliery last night. Two cars accidentally ran together while Lynch's head was between the buffers. His skull was crushed and in a few minutes death occurred.

Bald Headed Eagle Shot.

Montrose, Sept. 17.—A bald headed eagle was shot recently on the farm of Ernest Hendrick in Dimock. It measured five feet, four inches from tip to tip.

Columbia County Fair.

Bloomburg, Sept. 17.—The forty-fifth annual exhibition of the Columbia County Agricultural Society will be held this year on October 10, 11, 12 and 13. The attractions will be up to date and the speed programme will no doubt bring the speediest horses in this and adjoining states to contest for the money. The races will begin on Wednesday with 2:30 class trotting, 2:15 pace, 2:40 pace and 2:00 trot or pace for farmers' horses. Thursday, 2:30 class trotting, 2:24 pace and 2:15 trot or pace. Friday, the closing day, the free-for-all, 2:30 pace and 2:25 trot. Three thousand dollars will be in purses.

CLARK'S GREEN.

Mr. and Mrs. George Ludlow gave a party Thursday evening, September 14, in honor of Miss Belle Stevens, daughter and son, Gertrude and Floyd Stevens, of Sayre, Pa. The house was beautifully decorated with ferns and flowers. The hours spent along with instrumental and social music and games and refreshments were served. Those present were: Mr. and Mrs. W. E. Mann, Dr. and Mrs. C. E. Merrill, Mr. and Mrs. Edwin Scott, Mr. and Mrs. William Justin, Mrs. Z. Emery, Misses Mill and Edna Peck, Mrs. Stanton, Miss Myers, Vina Justin, Irene Snook, Eva Howell, Edna Townsend, Carrie Datsman, Gertrude Stevens, Jessie Emery, Jessie Meade, Mrs. Myers, Sadie Beemers, Ethel Singer and Edna Ludlow, Messrs. Austin Staples, Arthur Datsman, Albert Diamond, Floyd Stevens, Wilson Reynolds, William Young, Harry Leach, Roy Benjamin, Thomas Ryder, Rudolph Lech, Alie Bermer, Charles Snook, Edward Young, Clarence Scott, Vernon Ludlow.

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Present Economies

We might with great candor congratulate every one who secures Blankets and Comforts from present lots--for isn't it worthy of congratulation to be a good manager---to make one's income bigger through safe saving.

It is just as sensible to buy blankets and comforts at present prices as to preserve fruits for winter use. It's the time for it--and the very great business surging in shows how fully Scranton people appreciate it.

There will be no blanket famine. One can buy them in October, November or later--but they'll cost more, very much more, as a rule. Perhaps exceptions enough to prove the rule, but not enough to make it safe to wait.

Connolly & Wallace,

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Flaky Crust

What woman is not proud of her pie when it comes out of the oven with a beautiful brown tender crust? What man is not fond of that kind of pie?

"Snow White"

Flour makes just that kind of pie crust, and you will soon be famous as a pie maker if you use it.

"Snow White" is sold by all grocers.

"We only wholesale it."

THE WESTON MILL CO.

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"TAKE TIME BY THE FORELOCK."

BABY CARRIAGES AND GO-CARTS

Fine Diamond Rings at \$5.00, worth \$10.50.
Solid Gold Band Rings at \$1.25, worth \$2.50.
Solid Gold Band Rings at \$1.00, worth \$2.25.
Gold Filled Cuff Buttons, 50c., worth \$1.25.
Cuff Buttons, previous prices \$1.00, now 50c.
Gent's Solid Silver Watch, Elgin movement, \$2.50, now \$1.75.
Gent's Nickel Watches, S. W., price \$2.50, now \$1.75.
Rogers Bros' Spoons, warranted, 50c.
Rogers Bros' Butter Knives, Sugar Spoons, Pickle Forks, 75c., previous price 75c.
Ladies' Solid Gold Watch, Elgin movement, \$4.50.
Ladies' Gold Filled Watches at \$2.50, worth \$15.00.

We also have about three hundred Ladies' Solid Silver Rings, worth 50c. and 75c. will be sold at each price.

Special sale now going on at Davidow Bros. Attend as we are offering goods at one-fourth their original value.

Extra Heavy Solid Silver Thimbles at 15c.

DAVIDOW BROS

227 Lackawanna Ave.

MADE ME A MAN

AAJAX TABLETS POSITIVELY CURE ALL cases of Indigestion, Dyspepsia, etc. They are a man's best friend. They are a man's best friend. They are a man's best friend.

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At Retail.

Coal of the best quality for domestic use and of all sizes, including Buckwheat and Birdseye, delivered in any part of the city, at the lowest price.

Orders received at the office, Connel building, Room 302, telephone No. 192, or at the mine, telephone No. 272, will be promptly attended to. Dealers supplied at the mine.

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Fall Carpets

We offer better inducements to the carpet buyer this season than ever before.

Paying less for your carpets than we ask is getting threadbare spots and dissatisfaction that you do not bargain for.

Everything in Wilton, Axminster, Velvet, Brussels, Savonnerie, Ingrain.

WILLIAMS & M'ANULTY.

Interior Decorators.

129 Wyoming Avenue,

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OLD STOCK PILSNER

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ORANGE GUN POWDER

Electric Batteries, Electric Exploders for exploding blasts, Safety Fuse and

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